

## Maritime Prepositioning Force (Future)

The future of naval warfare centers around Seabasing, which is an aggregate of mutually supporting naval capabilities, assembled to support a wide spectrum of missions for an indefinite amount of time. The Maritime Prepositioning Force (future) [MPF(F)], Amphibious fleets and Strategic Sealift fleets, coupled with combatant ships, are key to realizing the Seabasing vision of flexible, scalable, interoperable, and sustainable global response force. The 2015 MEB, when married to the MPF(F), forms a Maritime Prepositioned Group (MPG) that is more than just an alternative to current amphibious capabilities. The MPG is a Seabasing enabler that is a rapidly deployable and employable, relevant strike force that is scalable and responsive to the Combatant Commander's requirements. The MPG is a more agile force because it projects power from a fully integrated, networked maritime environment, benefiting from the inherent security of the Navy's command of the sea. The MPF(F) operating within a sea-based architecture will be the preferred method for national crisis response in the 21st century.

### PHASES OF AN MPF(F) OPERATION

The MPF(F) will allow commanders to operate in more dynamic (Sea States 3-4 on the NATO Scale) and distributed environments through freedom of maneuver at sea. The five overlapping operational phases are Close, Arrival and Assembly, Employment, Sustainment and Reconstitution.

**Close:** Task organized force deploys from multiple locations. Advance ele-

ments of the force, to include Naval Supporting Elements (NSE), form an Equipment Preparation Party (EPP) that immediately deploys to the MPF(F) to prepare for Arrival and Assembly (A&A) of the Flow in Echelon (FIE) and main body. These forces and their equipment are loaded onto strategic lift assets and begin flowing to either an advance base or directly to the sea base.

Assorted high speed connectors will facilitate operations by expediting force closure and allowing for a persistent presence necessary for success in the littorals. High speed connectors such as the the Joint High Speed Sealift (JHSS) and Joint High Speed Vessel (JHSV) are critical enablers that allow for the aggregation of CONUS based forces and pre-positioned equipment and supplies in order to swiftly build and project combat power from the sea. These platforms are inherently flexible and support a full range of military operations.

**Arrival and Assembly:** This phase begins with the EPP embarking and conducting marshalling operations in preparation for employment. Marshalling is defined as locating, identifying, and preparing equipment and supplies for employment by validating equipment status, conducting mobile loading and vehicle marriage and associations, validating weights, placarding, and movement to debarkation points. Additionally, A&A consist of the reception and integration of the FIE and main body. Once integrated, staging operations are conducted. Staging consists of the physical placement of scheduled waves comprised

of landing serials in order of priority for employment. Subsequent loads or serials (on-call waves) are staged in decks and holds, and flow to debarkation points as required. Staging may take place on the parent platform (T-LHA/D) or on employment platforms such as the Mobile Landing Platform (MLP). Estimated time for completion: approximately 24-96 hours.

**Employment:** The projection of a Sea Base Maneuver Element (SBME) via organic vertical and surface means in 8-10 hours. The SBME consists of one vertical and one surface Battalion Landing Team (BLT), with a 3rd BLT in reserve. A Forward Base Echelon (FBE) will be established, as required, to provide operating capability for fixed wing aircraft not operating from the MPF (F). At a minimum, the FBE includes the units and equipment necessary to establish and operate an Expeditionary Air Field (EAF).

Joint Maritime Assault Connector (JMAC), the next generation Landing Craft Air Cushioned (LCAC) replaces the venerable legacy LCAC as a critical tactical level component of the Naval Expeditionary Team; as such, it is a key element of force projection. The JMAC will have many enhanced capabilities such as increased carrying capacity (two M1A1 Abrams Tanks) in order to support surface operations and increased range to allow the seabase to operate further from hostile coasts.

**Sustainment:** The MPF(F) will support persistent operations afloat and ashore by continuously sustaining forces via flexible and responsive Integrated







Naval Logistics. At the hub of this system is an intuitive sense and respond capability that will allow a lean but adaptive logistics chain to monitor and project requirements, providing the right type and quantity of sustainment at the right place at the right time.

**Reconstitution:** When possible, reconstitution will be conducted ashore due to space, time and resource requirements. Afloat reconstitution for major end items is achievable, but more time consuming. Given the complexity of reconstituting a force and its capabilities, this effort is broken down into four “levels of effort”, in order to provide commanders with the flexibility necessary to conduct concurrent operations: Immediate, Rapid, Deliberate, and Regeneration.

**Immediate:** Recovery of forces to the MPG for reemployment/redeployment for further operations as the situation dictates (without regard for agricultural criteria). Units must be restored to sufficient mission capable condition; does not imply all T/E equipment and/or a full T/O. Estimated time for completion: six to seven days.

**Rapid:** Recovery of forces to the MPG for reemployment/redeployment for further operations as the situation dictates (with limited regard for agricultural criteria). Units must have equipment restored to sufficient mission capable condition at a higher level than during immediate reconstitution. Estimated time for completion: 15 to 30 days.

**Deliberate:** Requires both shore and sea based resources to repair, replace, and/or replenish equipment for redeployment

<b>T-LHA</b> 	<b>MLP</b>  <i>Artist Rendition / Notional Configuration FLO / FLO Technology Focused</i>
Length: 844 ft    Beam: 106 ft    Draft: 28.2 ft    Displacement: 45K LT Per Sqd: 2    Speed: 20 knots    Range: 9,500 nm Crew: 285    Stand Det: 23    MAGTF: 1,490    NSE: ~590    Berths: 3,052 A/C Stow: 55    A/C Op Spots: 9    JP-S: 1.6 Mil gal    Water: 400K gal/200K gal per day SqFt: 11,600    CuFt: 160,000    Well Deck: N/A TEU: N/A    Med: 2 OR & 24 Beds or 16/45    Stern Ramp: N/A	Length: TBD    Beam: TBD    Draft: TBD    Displacement: TBD Per Sqd: 3    Speed: ~20 knots    Range: ~6,000 nm Crew: 64    Stand Det: 10    MAGTF: 594    NSE: ~128    Berths: 1,458 A/C Stow: 0    A/C Op Spots: 1    JP-S: ~1.2 Mil gal    Water: ~168K gal/TBD gal per day SqFt: ~11,253    CuFt: ~935    Mission Deck: 6 (LLAC) TEU: N/A    Med: Sick Call    Stern Ramp: N/A
<b>T-LHD</b> 	<b>T-AKE</b>  <i>Artist Rendition / Notional Configuration</i>
Length: 844 ft    Beam: 106 ft    Draft: 27 ft    Displacement: 42K LT Per Sqd: 1    Speed: 20 knots    Range: 9,500 nm Crew: 285    Stand Det: 23    MAGTF: 1,656    NSE: ~670    Berths: 2,946 A/C Stow: 42    A/C Op Spots: 9    JP-S: 607K gal    Water: 400K gal/200K gal per day SqFt: 24,012    CuFt: 145,000    Well Deck: 3 (LLAC) TEU: N/A    Med: 6 OR & 60 Beds    Stern Ramp: 72 ST	Length: 689 ft    Beam: 105 ft    Draft: 29 ft    Displacement: 39K LT Per Sqd: 3    Speed: 20 knots    Range: 9,500 nm Crew: 123    Stand Det: 6    MAGTF: ~10    NSE: ~55    Berths: 197 A/C Stow: 1    A/C Op Spots: 1    JP-S: 1.3 Mil gal    Water: 52.8K gal/28K gal per day SqFt: N/A    CuFt: 1,108,592    Well Deck: N/A TEU: 61    Med: Sick Call    Stern Ramp: N/A
<b>T-AKR</b>  <i>Artist Rendition / Notional Configuration</i>	<b>Legacy</b> 
Length: 950 ft    Beam: 106 ft    Draft: 34 ft    Displacement: ~55K LT Per Sqd: 3    Speed: 20 knots    Range: 19,500 nm Crew: 30    Stand Det: 48    MAGTF: 705    NSE: ~62    Berths: ~845 A/C Stow: 0    A/C Op Spots: 2/4    JP-S: 380.4K gal    Water: 33.5K gal/24K gal per day SqFt: 269,799    CuFt: 51,682    Well Deck: N/A TEU: 45    Med: Sick Call    Stern Ramp: 80 ST	Length: 673 ft    Beam: 106 ft    Draft: 34.6 ft    Displacement: ~46K LT Per Sqd: 2    Speed: 17.7 knots    Range: 12,900 nm Crew: 30    Stand Det: 16    MAGTF: 71    NSE: ~10    Berths: 127 A/C Stow: 0    A/C Op Spots: 1    JP-S: 1.4 Mil gal    Water: 99K gal/25K gal per day SqFt: 152,185    CuFt: N/A    Well Deck: N/A TEU: 546    Med: Sick Call    Stern Ramp: 62 ST

to home bases/station, and redeployment of the MPSRON to its preposition location. Forces brought to Full Mission Capable (FMC) condition. Estimated time for completion: 30 to 90 days.

**Regeneration:** Programmatic restoration (“showroom” condition) of the prepositioned portions of the Seabase accomplished during MPF Maintenance Cycle (MMC). Employment in contingency operations tends to lengthen MMC execution (60-180 days). Estimated time for completion: approximately one year.

The planned MPF(F) Squadron currently consists of 14 vessels:

- 2 T-LHA(R)s
- 1 T-LHD
- 3 T-AKEs
- 3 LMSRs (Modified T-AKR 300s or 310 class)
- 3 MLPs
- 2 Legacy T-AK Sealift Ships

Unlike current MPS ships, MPF(F) vessels will be capable of selective offload of combat capabilities and sustainment for specific missions. Regardless of whether the mission is a Special Operations Forces, logistics-intensive disaster relief operation, or support of a large-scale Ship-To-Objective Maneuver (STOM), selective offload will facilitate the employment of an optimal force package.